

Council Chamber, City Hall,
April 24th, 1920.

FIFTEENTH MEETING.

THE SPECIAL TOWN PLANNING COMMITTEE meets in the Council Chamber, City Hall, on Saturday, April 24th, 1920, at 8.25 p.m.

PRESENT: Aldermen Seabrook (Chairman) J.C. Wilson, M.D., Messrs. T. J. Murphy, H. Hayman, G. H. Belton, J. Cottam, E. R. Dennis, Capt. Robson, J. Cunliffe, J. Stuart, Engineer Talbot, G. Philip, H. C. McBride and His Worship Mayor Little.

45. TOWN PLANNING (See pars. 1 to 6, 7, 9, 12 to 18, 21 to 25, 34 and 41).

The Chairman states that the meeting had been called for the purpose of hearing Mr. A. V. Hall, of the Toronto Housing Commission office.

Mr. Hall stated that he had attended at the request of the Commission to answer questions and give information. In the time, he could do little more than give a general outline of the features of Town Planning.

Town Planning was intended to report on the needs of the City with respect to growth and development as far as could be foreseen, to prepare a plan for general development, to educate the people along the lines of least resistance, to prevent wasteful mistakes due to lack of planning, and generally to prepare to-day for to-morrow, generally it may be the fact that the out-lying districts seem the first thing to deal with as it would be the most easily regulated.

The work of the Commission appeared to be, viz:-

1. External transportation problems - roads, railroads, etc.
2. Drainage Schemes.
3. Parks and Open Spaces.
4. Building restrictions - Zoning.
5. Internal transportation - streets, payments, utilities for transportation.
6. Sites for public buildings - Master Plan.

External transportation is connected intimately with internal transportation. In the past no City had an idea as to where transportation should have been placed, and it is reasonable to expect that the railroads would have gladly met the City if reasonable plans had been submitted at that time. The City and Villages surrounding were intimately connected; raw materials from the Country must come to the City; steam roads, radial roads and motor roads are matters of vital importance; outside regions must be considered and made sympathetic if the scheme was to work successfully. Aerial transportation is already here and provision must be made therefor.

Drainage must be planned and provided for. Sanitary Sewers and Storm Water drains are essential, and drainage must be provided for outside areas. Water-shed areas should be considered when fixing the urban zone rather than street limits; land unfit for building purposes might be very valuable as park sites, and Toronto had found that when arranging their urban zone valuable park lands were cheaply secured.

Parks are essential; they might while very costly after the site had been laid, that they could very economically be secured when planned. There are two kinds of parks, viz:-

(1) Central Park for pleasure and beauty, and (2) Recreational Parks which should be located where convenient. The Central Parks should be connected by boulevards and driveways, but the Recreational Parks should be handy for the people. For economic reasons it is essential that park regions should be secured as early as possible.

Zoning is restricted to special public areas - industrial along tracks. The height of building regulations will soon be a necessity. Real Estate men favor it because they believe it would increase the value of City property. The City Officials and Ratepayers could settle these matters themselves. A skeleton plan might be prepared, but it should be followed by the line of least resistance.

Internal transportation includes at least three classes of streets viz:-

(1) Thoroughfares, (2) Primary Streets and (3) Secondary Streets. These will require great and careful deliberation, as it is sometimes almost impossible to foretell which street would become a thoroughfare. Street railways have already reached the stage when control and planning is evidenced.

Master Plan -- A civic centre is important. Often, however, the cost therewith seems to prevent its adoption, and the tremendous sums involved seem to be contradictory to economy. The Town Planning sentiment is growing; the Public are willing to go a long way not to oppose progress and help when opportunity is offered. It is sound business to spend mon-

ey if the return is sure to follow. He stated the case of Toronto City Hall land could be bought for \$100,000.00 and was refused, and later the City had to pay \$40,000.00 to round off the corners of the streets. Officials are considering these difficulties but co-operation is needed.

He advised that the Commission would commence with objects that were attainable and that would show immediate results, and suggested a plan showing the leading roads and general transportation as the first object. In Chicago twenty years ago started with a Master Plan and for fifteen years nothing much was done, then the Commission took up the subject named and they were able to secure co-operation, every citizen, business man, Chamber of Commerce, and all organizations appeared willing to unite on this necessity. After the preliminary plan had been prepared experts might be called in to secure and prepare a Master Plan.

The present Legislation of Ontario is better suited to Town Planning than that of any American State which provides for a plan by the City, which may be improved from time to time. The City of Toronto was working already; a Town Surveyor had been appointed and things had been accomplished. For example a forty mile boulevard had been constructed. The City had a skeleton street plan.

In reply to Mr. Belton, Mr. Hall stated that he thought a Master Plan was for a later day. He stated Kitchener, Ottawa, Calgary and Regina in proof of his contention, that the Master Plan should be adopted much later.

In reply to Alderman Wilson, Mr. Hall stated that the Legislation at present is sufficient to give the City all the power that is necessary under 8 George V, Chapter 38; the Committee should seek co-operation. The Committee had no zoning power and he thought this might easily be acquired as soon as the demand therefor was presented.

In reply to Mr. Cottam Mr. Hall explained that the water-shed area land should determine limits of zoning, and suggested - (1) Topographical Map, (2) Street map, (3) Population map, (4) Transportation map, (5) Drainage Map, (6) Area Map, (7) General Map including the results of other maps planned.

Mr. Cottam, seconded by His Worship the Mayor, moved, and it is adopted, that a hearty vote of thanks be tendered Mr. Hall for his comprehensive and much appreciated address. He offered his services, and urged the Commission to do what could be done at present and afterwards extend their programme.

Upon motion the Committee adjourned.

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Chairman.